

SAS Superstructure

Location: 04-SF-80-13.2 / 13.9 Client Name: CalTrans

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 196 Const Calendar Day: 124 Date: 06-Oct-2012 Saturday Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID: Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

Weather

Temperature 7 AM 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60

Precipitation Condition

Working Day 🗸 If no, explain:

Diary:

Load Transfer Activities

North Side Field Operations:

Shim Alignment - CCO Work

(1) Matt Holts crew were in charge of re-aligning the shims. The following shows the time spent on setting up equipment, re-aligning shims and loading up the suspenders:

PP 78N 7:32am - 7:50am PP 86N 7:56am - 8:18am PP 90N 8:22am - 8:43am PP 94N 8:50am - 9:11am

PP 98N Read below for details.

By about 9:42am it was confirmed that the ABF will also work on re-aligning shims at PP 98N, however, it would be required that the cable band be rotated. When workers initially loaded the suspenders (on a different day), it was observed that a gap existed between the suspender sockets and the two (2) shim stacks on the outboard side. At pp 100, workers spent time erecting four (4) center jacks (10:12 - 10:45) and removing jacking trays (10:50 - 10:54). Workers moved a jacking tray to PP 98 with a forklift (412-10-3006) that was being operated by Scott Ross. By about 11:06, workers were erecting second jacking tray using the forklift. By about 11:16, an iron worker was installing temporary jacking rods at pp 104N with the use of a crane operated by Kevin Algier. By about 11:25 I went to PP 34N and 38N to take some gap measurements between the bottom of the suspender socket and the top of the bottom flange. I also went to the south side span catwalk to verify suspender rendering, cable band slippage and 1.5 uphill marks at panel points 40S, 38S, 36S and 34S.

I went back to the east end (1:18pm) and Adam S. (CT) indicated that shim plates were not re-aligned yet at pp 98 / 102. By about 1:45, Adam S. indicated that workers were working on aligning the shim stacks. Mike Drapper's crew performed bolt tight starting PP 12N and Roman G. observed the work. No issues. Mike's crew also re-aligned shims prior to performing bolt tight on the suspender rod nuts at PP 16. Roman also observed the work at PP 16N. Mike Drapper were at PP 24N setting up (1:35pm) the jacks to do the bolt tight on the suspender socket nuts. Workers are to re-align shim stacks before they do the bolt tight at this location. Workers re-aligning shim stacks and loaded up suspenders from 1:55pm to about 2:11pm. By about 2:25 the bolt tight and installation of the jam nut was completed at PP 24N. Slight misalignment on the outboard / west shim stack after loading. I verified it was okay. Shims re-alignment and suspender loading also completed about 2:11pm at pp 98N. Cable band at PP 98N was rotated today to close the gap between the suspender socket and outboard shim stacks. Adam S. observed the work. Refer to his diary for details.



Page 1 of 2

Run date 21-Nov-14

04-0120F4

04-SF-80-13.2/13.9

Self-Anchored

Suspension Bridge

Time 10:07 PM

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Altamirano, Victor Diary #: 196 Date: 06-Oct-2012 Saturday

Workers Names: Aaron Kent (F-IW) Augie Solis Casey Lux

Matt Holt (F-IW) (CCO-Work) Pablo Ramirez

Matthew Cochran Charlie Lanier

Mike Drapper (F-IW) (CCO Work) Nercicio Gomez Aaron Davis

Thadeous Becker

Scott Ross (Crane Oper.)

Workers hours: 8 hours overtime.

Apply 1 hour total towards CCO work for the re-aligning the shims at PP 16N and 24N to Mike Drapper and his crew (4 total).

Apply 1 hour and 30 minutes total towards CCO work to Matt Holt's crew (4 total) for re-aligning the shims at panel points 78N, 86N, 90N and 94N. Apply 1 hour total towards CCO work to Matt Holt's crew for realigning the shims at panel point 98N.

My work hours: 10 hours total including 8 hours OT5 and 2 hours OT6.

